BY ORDER OF THE SECRETARY OF THE AIR FORCE

AIR FORCE INSTRUCTION 11-2KC-135, VOLUME 3, ADDENDA A

25 APRIL 2012

Flying Operations

C/KC-135 AIRCRAFT CONFIGURATION

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

ACCESSIBILITY: Publications and forms are available for downloading or ordering on the e-Publishing website at **www.e-Publishing.af.mil** for downloading or ordering.

RELEASABILITY: There are no releasability restrictions on this publication.

OPR: AMC/A3VK

Certified by: AF/A3O-A
(Col James. W. Crowhurst))

Supersedes: AFI11-2KC-135V3_ADDENDA-A, 24 July 2008

Pages: 32

This volume implements AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, and is incomplete without AFI 11-2KC-135 Volume 3, KC-135 *Operations Procedures*. It establishes policy for the configuration of the C/KC-135 aircraft to safely and successfully accomplish their worldwide mobility missions. This instruction applies to all commanders, operations supervisors, and aircrew assigned or attached to all flying activities of commands operating KC-135 aircraft. This publication is applicable to Air Mobility Command (AMC), Air Force Reserve Command (AFRC), Air National Guard (ANG), Pacific Air Forces (PACAF), United States Air Forces Europe (USAFE), and Air Education and Training Command (AETC) units. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) located at **https://www.my.af.mil/gcss-af61a/ afrims/afirms/**. The authorities to collect and or maintain the records prescribed in this publication are Title 10 *United States Code*, Chapter 857 and Executive Order 9397, *Numbering System for Federal Accounts Relating to Individual Persons*, 30 Nov 1943. Forms affected by the PA have an appropriate PA statement. System of records notice F011 AF XO, *Aviation Resource Management System* (ARMS) (December 26, 2002, 67 FR 78777) applies. To recommend changes, conflicts, suggestions, or recommendations use the AF IMT 847 and route it through the publishing channels to the OPR for the publication. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

SUMMARY OF CHANGES

This document has been substantially revised and must be completely reviewed. Major changes include standardizing EPOS/LPU quantities for all configurations except Contingency to 40 each and standardizes 20 man life raft quantities to 2 each. Replaces the term "Life Support" with "Aircrew Flight Equipment (AFE)" where applicable. This revision also renames the training configuration to standard configuration and gives ample leeway to add, delete, increase or decrease equipment quantities to all configurations as needed by mission requirement. Clarifies support roles for DD Form 365-4 Chart-C and AF Form 4100 and requires coordination on Capstone/DV configurations 12 hours prior to execution. Standardizes baggage bin length to eight feet. Removes requirement for obsolete AF Form 76. Moves emergency escape slide from maintenance configuration table 1.1 to AFE configuration table 1.3. Removes the requirement for KC-135E model publications. Increases the quantity of the 358 series mask with goggles to 6 for all configurations. Changes bottles water and cold weather rations to water packets and Meals Ready to Eat.

Chapter 1

C/KC-135 AIRCRAFT CONFIGURATION

1.1. General.

1.1.1. This chapter establishes basic planning factors to be used by planners, maintainers and operators at all levels of command and directs KC-135 aircraft configuration for local or training missions, worldwide missions and contingency operations, OPLAN Alert and CAPSTONE/DV missions. KC-135 aircraft may also be configured as directed by command and control (C2) for specific mission tasking. C2 includes Wing/Group Current Operations in coordination with HHQ C2 entities if required to ensure proper configuration, equipment and crew mix.

1.2. Applicability.

1.2.1. This chapter is applicable to all units operating or supporting KC-135 aircraft and provides mandatory standard configuration guidance.

1.3. Concept.

1.3.1. Missions may be of short duration with immediate return to home station, or be to a specific location for an extended period of time to provide air refueling and airlift support for general purpose forces and strategic conventional forces. Subordinate commanders must be prepared to deploy KC-135 aircraft, associated equipment, personnel, and materials.

1.4. Terms. See Attachment 1.

1.5. Aircraft Configuration.

1.5.1. Aircraft will be configured in accordance with **Figure 1.1** thru **Figure 1.9** unless command and control (C2) specific mission tasking directs otherwise**.** Proper aircraft configuration is the responsibility of the (Pilot In Command) PIC. The Boom Operator (BO) will have authority on all matters concerning the location and restraint of cargo and additive equipment and location of personnel. Like cargo, all additive equipment will be secured in accordance with 1C-135-9 requirements or other 550 ACSS engineering approve methods.

1.5.1.1. For Aeromedical Evacuation configurations, refer to AFI 11-2AE Volume 3, Addenda A, *Aeromedical Evacuation Operations*, for specific instructions and equipment placement aboard KC-135 aircraft.

1.5.1.2. For basic and partial roller configuration (A/M135 Cargo Roller Handling System) installation, refer to **Figure 1.9** and T.O. 1C-135-5-1, *Basic Weight Checklist, Maintenance Data, Loading Data, and Fuel Loading Data.*

1.5.1.3. For Tactical Information Gateway Set (TIGS) and Dual UHF SATCOM Terminal (DUST) installation and removal, refer to T.O. 1C-135-1-1-3, Supplemental Flight Manual.

1.5.2. The AF Form 4100, *KC-135 Load Planning Worksheet* or equivalent computer-generated worksheets may be used to plan and document KC-135 configurations before deployment or operation. If used, each unit preparing KC-135 aircraft for deployment or local operation will prepare two copies of the worksheet and distribute as indicated in **1.5.2.2**

1.5.2.1. If used, the unit will initiate the AF Form 4100, *KC-135 Load Planning Worksheet* or equivalent computer-generated worksheets based on requirements established in this chapter or the command and control (C2) specific mission tasking. Annotate load planning worksheets with aircraft tail number selected for deployment.

1.5.2.2. On completion, transmit the original to Maintenance Operations Control (MOC) for distribution to the on-duty maintenance production supervisor and Dash 21/AME section for timely aircraft load configuration. On-duty MOC/Plans Scheduling & Documentation (PS&D) will initiate appropriate Maintenance Data Collection system entries indicating the required configuration in the selected aircraft MDS automated AFTO Form 781A, *Maintenance Discrepancy and Work Document*.

1.5.3. Functions and Responsibilities.

1.5.3.1. Aircrew Flight Equipment (AFE). Ensure all life sustaining equipment is positioned on the aircraft to meet mission requirements according to **Table 1.3** Actual preflight fitting and location of survival vests, and LPU-10/P life preservers during aircraft operations are the responsibility of individual crewmembers.

1.5.3.2. Alternate Mission Equipment section (AME). Up/downloads required Dash 21 equipment and validates positioning of the equipment as identified on AF Form 4100, *KC-135 Load Planning Worksheet* or equivalent computer-generated worksheets when used. Upon load completion, an AME representative signs, dates and installs the worksheet after the Chart C in the applicable aircraft's supplemental weight and balance handbook.

1.5.3.3. Quality Assurance (QA) Weight and Balance Technician. Provides the totaled weight and moment change for all additive equipment (not included on DD Form 365-3, *Chart C, Basic Weight and Balance Record*). The weight and moment change may be annotated on the AF Form 4100, KC-135 Load Planning Worksheet or equivalent computer-generated worksheet if used. The Load Planning Worksheet may be used as a temporary weight and balance change for temporarily installed equipment without making entries in the Chart C. The weight and moment change reflected on the Load Planning Worksheet will be added and totaled to the aircraft basic weight and moment from the Chart C. This total will be used by the BO in lieu of the Chart C final weight/moment entry in the Chart C when completing the DD Form 365-4, Weight and Balance Clearance Form F. NOTE: Each agency involved in aircraft configuration will furnish the current weight, cube, and dimensions data (including storage containers) to the weight and balance technician.

1.5.3.4. Aircraft Crew Chief. Act as single point of contact to ensure required actions are completed and verified by tasked agencies. Upon return from off station operations, ensure the aircraft is returned to standard configuration at earliest opportunity not to exceed five work days. The five work day rule does not apply if the aircraft will not be flown during that period. In this case the aircraft will be in the proper configuration prior to next flight. All added equipment will be removed; under no circumstances will an aircraft be flown in a partial configuration (i.e. AFE equipment reconfigured and dash 21 equipment not reconfigured).

1.5.3.5. Operations Group Superintendent (CEM)/Senior Boom Operator or Designee. Act as the single point of contact within the wing for KC-135 cargo load planning. Determines required aircraft configurations and coordinates with applicable agencies to ensure compliance with paragraphs 1.5.3.1 through 1.5.3.3 above. Coordinates through QA to ensure the BO scheduled to fly with the aircraft is provided the updated basic weight/moment change reflected on the completed AF Form 4100, KC-135 Load Planning Worksheet or equivalent computer-generated worksheet to facilitate preparation of DD Form 365-4, Weight and Balance Clearance Form F.

1.6. Configuration Load Planning. ***NOTE:*** On a temporary basis for a specific mission, Standard and Contingency configurations listed in figures 1.1 through 1.4. configuration and equipment may be modified to satisfy C2 mission requirements and crew mix. When the configuration equipment amounts and/or locations are adjusted to meet C2 mission requirements, the tasked unit must ensure the appropriate functional areas are coordinated with to confirm the equipment is onboard, i.e. life sustaining equipment, shoring equipment, tie-down devices, bins, etc. Annotate configuration changes on AF Form 4100, *KC-135 Load Planning Worksheet* or equivalent computer-generated worksheet when used or aircraft Chart C.

1.6.1. Standard Configuration. **Figure 1.1**, depicts the standard configuration will be used to the maximum extent possible to minimize flying with excess weight and may be modified as needed for training, steady-state deployments, off-station, cargo and unique unit missions and when C2 does not direct a specific configuration.

1.6.2. Contingency configuration. **Figure 1.3** depicts the initial configuration for aircraft tasked to participate in contingency and bare-base deployment operations.

1.6.3. OPLAN Alert configuration. **Figure 1.5**, depicts the configuration for aircraft participating in OPLAN/FLAG Alert operations and may be modified to meet taskings.

1.6.4. CAPSTONE/DV Support configuration. **Figure 1.7,** depicts the recommended configuration for aircraft participating in CAPSTONE/DV support. Configuration coordination and verification between operations, maintenance and protocol and other offices as necessary will occur 12 hours prior to mission execution.

1.6.5. A/M135 Roller Configuration. **Figure 1.9,** depicts the configuration for aircraft utilizing the A/M135 roller handling system.

1.6.6. Unit-level operations along with maintenance and support functions must ensure KC-135 aircraft are properly configured in accordance with this chapter. Units will prepare aircraft configuration worksheets, **Figure 1.1** thru **Figure 1.9**, based on the configuration required. Aircraft configurations may be amended by specific command and control (C2) mission tasking. AFE will prepare AFTO Form 46, *Prepositioned Aircrew Flight Equipment*. Each affected agency is responsible for the actual aircraft configuration check. Units may utilize locally developed or approved computer products as the configuration checklist.

1.6.6.1. When used, two copies of the aircraft configuration worksheet prepared by the originating unit will accompany all aircraft to off station employment locations. One copy will be filed on top of the DD Form 365-3, *Chart C, Basic Weight and Balance Record*. The second copy is used at the off station employment location to verify arrival or re-deployment configuration of the aircraft and to provide aircraft weight and balance data for mission planning.

1.6.6.2. The off station employment location will notify the originating unit of configuration discrepancies.

1.7. Aircraft Configuration Waivers. Follow waiver protocol in AFI 11-2KC-135 Volume 3 paragraph 1.4.

1.8. Supply Accountability. See AFMAN 23-110V2, *Standard Base Supply Customer Procedures*, for accountability and transfer provisions, except when specific command and control (C2) mission tasking provides additional guidance.

1.9. Corner Braces And Cargo/Baggage Bins And Tie-Down Shackles.

1.9.1. Local manufacture of corner braces for cargo/baggage bins per the instructions listed in this chapter is authorized. Bins are constructed with 3/4 inch Douglas fir plywood. Secure bins in aircraft IAW **Figure 1.13**

1.9.2. Operations personnel must identify specific needs for braces on other deployments and missions and coordinate with appropriate maintenance agencies for number and availability of devices.

1.9.3. The maintenance squadron Dash 21 section will store and control braces when not in use.

1.9.4. These devices will enhance safety and improve operational capability of KC-135 aircraft in the cargo and passenger environment. In order to implement this program, units should comply with the following instructions:

1.9.4.1. Air refueling squadron. Based on previous off station requirements and known contingency commitments determine total number of braces required and coordinate the total requirement with the AME section.

1.9.4.2. At off station locations, evaluate the need for storing additional devices to build more baggage bins if needed.

1.9.5. In order to utilize these devices, pre-cut plywood shoring for each bin as follows:

1.9.5.1. Forward and aft ends of bin. Utilize 3 feet by 4 feet pieces of plywood. Units may opt to use 4 foot wide bins. Bin top pieces must be cut to match bin width. In order to exercise this new size option do not discard serviceable 3 foot by 4 foot plywood end pieces until deemed unserviceable. Sides of bin will utilize a full 4 foot by 8 foot plywood sheets.

1.9.5.2. Top of bin. Utilize one 3 foot by 8 foot piece of plywood. Experience has proven that pre-cut shoring won't degrade operational requirement of providing adequate shoring material for cargo requirements. If the option to increase bin sizes in paragraph **1.9.5.1** is used, the bin top size will be a full (4 X 8 feet) sheet of plywood.

1.9.6. For planning purposes, use the following weights for empty bins

1.9.6.1. Bins constructed 3 feet in width are approximately 250 pounds each to include corner braces.

1.9.6.2. Bins constructed 4 feet in width are approximately 285 pounds each to include corner braces.

Table 1.1. KC-135 Aircraft Equipment, Technical Data, Forms And Miscellaneous Requirements.

NOTE: Stow all items listed aboard the aircraft as directed.

Table 1.1. Required Items

Line #	Nomenclature	Standard	Contingency	OPLAN Alert	PDM Input	Notes
1.	AFTO Form 781 **AVF Data 1 Document** (aircraft 781-series forms)	1	1	1	1	
2.	AFTO Form 46, **Prepositioned Aircrew Flight Equipment**	1	1	1	1	
3.	DD Form 1896, **Jet Fuel Identification Plate and DoD Fleet Servicing Air Card**	1	1	1	1	
4.	AFTO Form 95, **Significant Historical Data**, (for aircraft)	0	0	1	1	
5.	AFTO Form 95 (for landing gear)	0	1	1	1	
6.	AFTO Form 95 (for IFR boom)	0	1	1	1	
7.	AFTO Form 95 (for each engine)	0	1	1	1	
8.	AFTO Form 95 (for engine compressor)	0	1	1	1	
9.	AFTO Form 95 (for each QEC)	0	1	1	1	
10.	AFTO Form 95 (for each turbine wheel)	0	1	1	1	
11.	AFTO Form 95 (for auxiliary power unit)	0	1	1	1	
12.	AFTO Form 21, **KC-135R Trim Sheet,** (Same form for T-Models)	0	1	1	1	
13.	AFTO Form 44, **Turbine Wheel Historical Record**,	0	1	1	1	

NOTE: Stow all items listed aboard the aircraft as directed.

Table 1.1. Required Items

Line #	Nomenclature	Standard	Contingency	OPLAN Alert	PDM Input	Notes
	for ea turbine					
14.	AFTO Form 132**, B-52/EC/KC/RC-135 Engine Trim and Exhaust Gas Temp Spread Check**	0	1	1	1	
15.	AFTO Form 340, **B-52 and EC/KC/RC-135 Power Package Test Log**	0	1	1	1	
16.	DD Form 2026, **Oil Analysis Record for All Engines**, if applicable	0	1	1	1	1
17.	AFTO Form 782, **In-flight Data**, sheet or MAJCOM specified	0	1	1	1	
18.	Automated Records Check (ARC), providing aircraft and engine TCTO status	0	1	1	1	
19.	Debriefing information from last 5 flights	0	1	1	0	
20.	Current item inspection planning requirements documented, delayed discrepancies	0	1	1	1	
21.	AFTO Form 350, **Reparable Item Processing Tag** (blank)	0	5	5	0	
22.	AMC IMT Form 278, **Debriefing and Recovery Plan**	0	5	5	0	
23.	AF Form 2414, **Verification Worksheet** (blank)	0	5	5	0	
24.	Technical order and	as req	as req	as req	0	4

NOTE: Stow all items listed aboard the aircraft as directed.

Table 1.1. Required Items

Line #	Nomenclature	Standard	Contingency	OPLAN Alert	PDM Input	Notes
	Job Guides					
25.	AFTO Form 14, **135 Aircraft Refueling, Defueling and Fuel Distribution Worksheet,** or (AFTO Form 7 for T-Models only)	30	30	0	0	
26.	Ladder assembly, forward entrance	1	1	1	1	
27.	Fire extinguisher aircraft, Halon 1211	3	3	3	3	
28.	Axe, firefighter's small hand	2	2	2	2	
29.	Kit, first-aid, 6545-00-919-6650	3	3	3	3	
30.	Curtains, flash, set	1	1	1	0	
31.	Cylinder assembly, portable oxygen type	8	8	8	Note 5	
32.	Handle assembly, nose gear extension	1	1	1	1	
33.	Lock assembly, main gear, 1730-00-602-7960	2	2	2	2	
34.	Lock assembly, nose gear, 1730-00-347-2209	1	1	1	1	
35.	Lock assembly, main gear door, 1730-00-607-0508	2	2	2	2	
36.	Crank assembly, emergency flap and gear extension, 1560-00-560-4023	1	1	1	1	
37.	Safety lock assembly, chinning bar, part #F71232	1	1	1	1	
38.	Seats, 1-man nylon, 1680-00-555-6470	1	1	1	1	
39.	Seats, 2-man nylon,	4	4	4	4	

NOTE: Stow all items listed aboard the aircraft as directed.

Table 1.1. Required Items

Line #	Nomenclature	Standard	Contingency	OPLAN Alert	PDM Input	Notes
	1680-00-810-4774					
40.	Seats, 3-man nylon, 1600-00-616-4604	16	16	16	16	
41.	Belt, lap troop seat	57	57	57	57	
42.	Crew berth, upper, with mattress	5	5	5	0	6
43.	Table, local manufacture	0	0	0	0	
44.	Seat, passenger, airline, type MP-2, 1680-00-983-6097	0	0	0	0	
45.	Studs, airline seat, attachment	0	0	0	0	
46.	Galley	1	1	1	0	11
47.	Oven, food warmer, part # MIL-O-6438B, type B-4, 7310-00-634-3451, or microwave oven TIA PN 400-1409-01-L	1	1	1	0	11
48.	Cup, food warmer, B-1, 7310-00-151-6569	0	2	2	0	
49.	Container, beverage, 2-gallon minimum	1	2	2	0	
50.	Box assembly, tie down storage, 1560-00-676-5931	1	5	4	0	5
51.	Stud shackle assembly, D-ring, 5,000-pound capacity, 1670-00-533-9968	20	90	90	Note 5	
52.	Stud shackle assembly, D-ring, 10,000-pound capacity, 1670-00-348-5887	0	16	16	Note 5	8
53.	MB-1 tie-down chain, MIL-T-25959, 1670-00-516-8405	0	16	16	Note 5	8
54.	MA-1 chain	0	6	6	Note	

NOTE: Stow all items listed aboard the aircraft as directed.

Table 1.1. Required Items

Line #	Nomenclature	Standard	Contingency	OPLAN Alert	PDM Input	Notes
	assembly, 10,000-pound capacity, 24-inch length, FDA-1029, with fitting,				5	
55.	MB-1 tensioning device, MIL-T-25959, 1670-00-212-1149	0	16	16	Note 5	
56.	GCU-1/B or MC-1 nylon strap, 5,000-lb. capacity, MIL-T-27260-1670-00-725-1437	20	80	40	Note 5	
57.	Mattress, instructor and student boom operator	2	2	2	2	
58.	Mattress, pallet, boom operator	1	1	1	1	
59.	Receptacle, waste paper	1	1	1	0	12
60.	Chocks, nose gear, wooden, 28-inch length, set	1	1	1	0	
61.	Headset, interphone-radio, 5965-00-226-7870 (crew chief item)	0	3	3	0	
62.	Ground cord, interphone, 5995-00-259-5003	0	2	2	0	
63.	Wands, taxi	0	2	2	0	
64.	Cable. grounding, 50-foot	2	2	2	2	
65.	Step ladder, 4- or 10-foot	1	1	1	0	
66.	Tire gauge (crew chief item)	0	1	1	0	
67.	Cargo/Baggage bins	0	3	1	0	
68.	Urinal	2	2	2	1	
69.	Broom	2	2	2	0	
70.	Mop	1	1	1	0	

NOTE: Stow all items listed aboard the aircraft as directed.

Table 1.1. Required Items

Line #	Nomenclature	Standard	Contingency	OPLAN Alert	PDM Input	Notes
71.	Bags, plastic garbage	5	25	25	0	
72.	Shovel, snow	2	2	2	0	
73.	Rope, 100-foot, for snow removal	2	2	2	0	
74.	Squeegee	3	3	3	0	
75.	Bucket	1	1	1	0	
76.	Cover assembly, pitot tube, 1730-00-395-6605	2	2	2	2	
77.	Cover, windshield	1	1	1	0	
78.	Cover assembly, IFR boom nozzle, 1730-00-317-7891	1	1	1	0	
79.	Plug assembly, air conditioner, ram air inlet	1	1	1	1	
80.	Plug, engine intake	4	4	4	4	14
81.	Plug, engine exhaust	4	4	4	4	14
82.	Cable, safety harness, wing-walker	4	4	4	0	
83.	Inboard wing optional mount (grasps hydraulic servicing access opening)	Unit Discretion	Unit Discretion	Unit Discretion	0	
84.	Oil, jet engine, (P/N, NSN per current technical data)	1 Case	2 Cases	1 Case	0	
85.	Fluid, hydraulic, (P/N, NSN per current technical data)	1 Case	2 Cases	1 Case	0	
86.	Barrier assembly, safety cargo door	1	1	1	1	
87.	Aft support, cargo loading, Tail stand 1730-00-613-9999	1	1	1	1	
88.	Assembled drogue	0	1	0	0	3
89.	Heat Sock TCTO 1C-135-1724 Part # 200540048-10	1	1	1	0	9
90.	Heat Sock TCTO 1C-	As Reqd	As Reqd	As Reqd	0	9

NOTE: Stow all items listed aboard the aircraft as directed.

Table 1.1. Required Items

Line #	Nomenclature	Standard	Contingency	OPLAN Alert	PDM Input	Notes
	135-1724 Part # 200540048-30					
91.	MPRS Fly Away Kit	1	1	1	0	10
92.	Crew Chief Box	1	1	1	0	13

NOTES:

1. DD Form 2026, Oil Analysis Request, will be requested in adequate time to accompany the aircraft to the deployed location. For short notice deployment, the form may be mailed.
2. The crew chief will ensure sufficient kits accompany the aircraft to satisfy the flying requirements established for the deployment period.
3. Drogue assembly is required for Contingency and as specified in specific command and control (C2) tasking. When a drogue is required, equipment will be taken to facilitate drogue installation or removal. Ensure the 180 day inspection will not come due during the deployment from home station. The drogue will be stowed inside the aft most bin when not in use.
4. Minimum Technical Order and Job Guide requirements use **Table 1.2**.
5. For PDM carry only what is required for flight.
6. Units are authorized to install 5 crew bunks with mattresses. Four bunks will be positioned on the right side of the aircraft from station 1220 to 1360. Install one bunk on the left side on the aircraft from station 1250-1330. Bunks on the right side will be installed to the upper and lower seat rail attachment points. Bunks on the left side should use the upper seat rail.
7. Mandatory when infants, handicapped individuals, or more than 10 passengers are carried.
8. On QSAS equipped aircraft the 10K tie-down is inaccessible; therefore use 15 vice 16 for Contingency and OPLAN Alert missions on R/T model aircraft.
9. Heat sock part # 200540048-10 will be installed at FS 1330 (Boom Pod) for all configurations. Heat sock part # 200540048-30 will be installed as required at FS 610, 790, and 1060 for contingency, DV, and AE configurations.
10. Required for off-station MPRS configured aircraft.
11. May be removed from standard configuration at unit discretion.
12. May be removed from all configurations at unit discretion.
13. Box will not exceed 58 inches in length and must fit under troop seats.
14. Equipment stowed at unit discretion but be standard for all unit's aircraft.

Table 1.2. Minimum Technical Order and Job Guide Requirements.

KC-135R/T
1C-135-5-1
1C-135-06
1C-135-6WC-1
1C-135(K)R-2-2GA-1
1C-135(K)R-2-2JG-1

1C-135(K)R-2-2JG-2
1C-135(K)R-2-2JG-3 (2 each)
1C-135(K)R-2-2JG-4
1C-135(K)R-2-2JG-5
1C-135(K)R-2-2JG-7
1C-135(K)R-2-4JG-2
1C-135(K)R-2-5JG-5
1C-135(K)R-2-16JG-1
1C-135(K)R(II)-1 Ground Crew Checklist (GATM).

Table 1.3. C/KC-135 AIRCRAFT AIRCREW FLIGHT EQUIPMENT CONFIGURATION.

Minimum Required Equipment	Standard/ Roller/ Capstone	Contingency	OPLAN Alert	Perm Xfer	PDM Input	Notes
Mask, 358-series w/goggles	6	6	6	6	4	1
Protective Breathing Equipment (PBE)	2	2	2	2	2	
Emergency Passenger Oxygen System (EPOS)	42	60	42	60	0	2,14
Kit, Protective Clothing (PCK)	0	1	0	1	0	16
Goggle, Flash Blindness, EEU-series	0	0	3	0	0	3
Restraint Harness, PCU-17/P	1	1	1	1	1	6
Life Raft, 20 Person, F-2B	2	3	2	3	0	9,14
Life Preserver, Adult-Child (A/C)	40	60	40	60	0	4,5,14
Life Preserver, LPU-6/P (Infant)	3	3	3	3	0	
Life Preserver, LPU-10/P	4	4	4	4	0	5, 9
Vest, Survival	0	4	4	4	0	5,7,15
Vest, Aircrew Body Armor (Level IIIA)	0	4	4	4	0	15
Suit, Anti-Exposure, CWU-16/P	0	0	~~0~~	0	0	11
Cold Weather Rations/MRE	0	0	3 cases	0	0	8

Minimum Required Equipment	Standard/ Roller/ Capstone	Contingency	OPLAN Alert	Perm Xfer	PDM Input	Notes
Bottled Water/Emergency Water Packets	0	0	1,800 oz	0	0	8
Carbon Monoxide Detector	0	0	1	0	0	8
Kit, Minimum Survival (MSK)	0	0	0	0	1	
Emergency escape slide	1	1	1	1	0	12
Kit, Passenger Demonstration	1	1	1	1	1	

Notes:

1. P/N 358-1506 series oxygen mask with goggles attached is the preferred smoke and fume protection for aircrew personnel. Masks will be positioned at P, CP, N, IP, BO FWD and BO Boom Pod duty stations.
2. EPOS is the preferred passenger oxygen, smoke, and fume protection. As a minimum, each aircraft will have one EPOS per passenger regardless of planned flight altitude. Preposition additional EPOS for increased scheduled PAX loads.
3. MIL-G-635 goggles will be uploaded as sets, and placed above the NAV table, to back-fill for missing or defective sets of EEU-series goggles. EEU series/ (PLTZ) goggles, if used will be placed on the floor behind the pilot left and right seats and left of the Nav/Boom seat. Units having partial PLZT Goggle capability will configure aircraft with a full complement of 3 ea MIL-G-635 Goggles and 3 ea PLZT Goggles.
4. The A/C LPU is the preferred LPU for passengers. As a minimum, each aircraft will have one LPU for each passenger.
5. LPU-10/Ps are required to integrate with AFE equipment and are designed for use by aircrew personnel. A/C LPUs are not compatible for use with survival vests and must not be a substitute for these LPUs.
6. The restraint harness is required for in-flight aircraft hatch inspections.
7. Survival vests provide crewmembers the necessary survival items on the ground while waiting for rescue or return to duty.
8. For live-aboard accommodations, refer to OPLAN Alert. Water and Rations will be uploaded IAW OPLAN Alert. Units will establish aircraft live-aboard capability consisting of 3 cases of cold weather rations (CW)/MREs and 1,800 ounces of water as a minimum IAW AMCI 10-450, Volume 3, *Support of Nuclear Planning and Operations* (classified). This will allow aircrew to reside on the aircraft for a minimum of three days at forward operating locations in support of OPLAN Alert. During live-aboard conditions, carbon monoxide detectors are required for all models of KC-135 aircraft.
9. Aircraft flying over water (outside of gliding distance) to PDM will load one 20-person life raft and four LPU-10/Ps.
10. For inter- and intra-command transfer of aircraft, position AFE equipment on each aircraft IAW permanent transfer configuration. Units gaining aircraft, including PDM aircraft, will contact the losing organization and initiate transfer of required AFE and inspection records. The gaining organization will conduct an aircraft acceptance inspection and forward a copy of discrepancies, to include any equipment shortages, to their respective MAJCOM in accordance with T.O. 00-20-1,

Minimum Required Equipment	Standard/ Roller/ Capstone	Contingency	OPLAN Alert	Perm Xfer	PDM Input	Notes
section V. Do not transfer aircraft with less than the required equipment. The losing organization will fill shortages from on-hand assets to ensure transferring aircraft has required equipment. 11. Anti-exposure suits will be onboard for missions operating above 78 degrees North and below 60 degrees South IAW Federal Aviation Regulation (FAR) Part 135 Section 135.98, *Operation in the Polar Area* and FAR Part 121, Appendix P, *Requirements for ETOPS and Polar Operations.* 12. Mandatory when infants, handicapped individuals, or more than 10 passengers are carried. 13. Aerospace Maintenance and Regeneration Group (AMARG) Input procedures: Contact 578 SDS/MXDPAB at DSN 228-8351 prior to transferring aircraft to AMARG. AMARG requirements may differ for each transfer/input. 14. When mission exceeds 40 passengers, add equipment as required. 15. Mandatory for all configurations when transiting or deploying to hostile fire, imminent danger or combat zone or when directed by C2. Position vests in a box right side, BS 1200. 16. Mandatory for roller configuration and all other configurations tasked to transport cargo.						

Figure 1.1. KC-135 R/T STANDARD CONFIGURATION (Sheet 1 of 2).

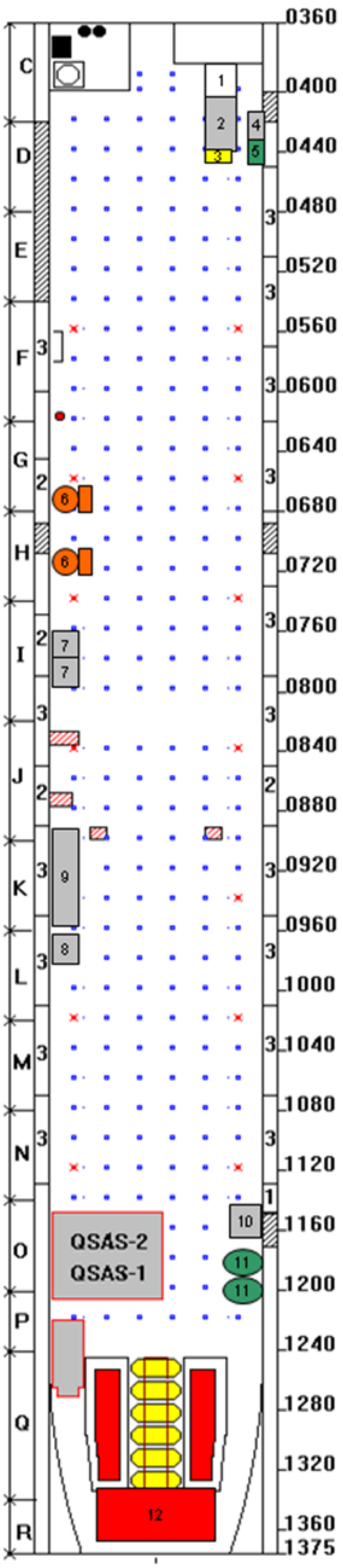


Figure 1.1 (Sheet 1 of 2)
KC-135 R/T STANDARD CONFIGURATION

This depicts the standard configuration that will be used to the maximum extent possible to minimize flying with excess weight and may be modified as needed for training, steady-state deployments, off-station, cargo and unique unit missions and when C2 does not direct a specific configuration.

KC-135 LOAD PLANNING WORKSHEET

DATE		AIRCRAFT TAIL NUMBER	
AIRCRAFT BASIC WEIGHT/MOMENT (CHART C)		WEIGHT	MOMENT
IN STATION	EQUIPMENT		
ADJUSTED WEIGHT/MOMENT			
Alternate Mission Equipment Section (AME) Configured By:			Date:

Figure 1.2. KC-135 R/T STANDARD CONFIGURATION (Sheet 2 of 2).

ITEM	
1. Trash Can **(A)**	10. Escape Slide
2. Galley **(K)**	11. Life Preserver, Adult-Child **(E)**
3. Nose Gear Chocks	12. Engine Intake & Exhaust Plugs **(M)**
4. Heat Socks **(B)**	13. EPOS (42 total) **(F)**
5. Kit, Passenger Demonstration	14. Life Preserver, LPU-10/P and Life Preserver, LPU-6/P (Infant) **(G)**
6. Life Raft, 20 Person	15. Mask, 358-Series w/Goggles **(H)**
7. Hydraulic Fluid/Engine Oil **(C)**	16. Protective Breathing Equipment **(I)**
8. Tie Down Box **(D)**	17. Restraint Harness, PCU-17/P **(M)**
9. Crew Chief Box	18. ANG Aircraft Mobility Tool Box **(L)**

NOTES

A. Installation of the trash can is at unit option. Use plastic bags in-lieu of the trash can if desired.

B. Heat sock part # 200540048-10 (1 ea.) will be installed at FS 1330 (Boom Pod) for all configurations. Heat socks part # 200540048-30 (3 ea.) will be installed as required at FS 610, 790, and 1060. When not in use, heat socks part # 200540048-30 (3 ea.) will be stowed in bag hanging from troop seat rail behind galley.

C. 1 case of each stowed under troop seats.

D. Twenty GCU-1B 5,000 lb straps and twenty 5,000 lb capacity tie down rings will be on board. These rings and straps will be used to secure equipment on aircraft. The remainder of rings and straps will be stowed in tie down box.

E. Life Preserver Adult Child, two bags of 20.

F. Emergency Passenger Oxygen System (EPOS) two A-3 bags 20 each plus 2 (42 total). EPOS will be placed 1 at the latrine and 1 at the galley with the remainder distributed throughout the cargo compartment.

G. 4 LPU-10/P and 3 LPU-6/P stored in same bag and stowed on the flight deck.

H. 6 on board located at P, CP, IP, N, BO FWD and BO Boom Pod duty stations.

I. 2 on board, one stowed on flight deck and one stowed at aft emergency panel.

J. Store on flight deck.

K. Installation of galley is at unit option. If galley is not installed the nose gear chocks will be secured to the floor where galley was located.

L. ANG Only. ANG aircraft mobility tool box will be secured per T.O. 1C-135-9 in a standardized location designated by the NGB. The ANG tool box may be secured for flight by an alternate method following 550 ACSS engineering approval.

M. Tie down/store location at unit's discretion but must be standard for all unit's aircraft.

Figure 1.3. KC-135 R/T STANDARD CONFIGURATION (Sheet 1 of 2).

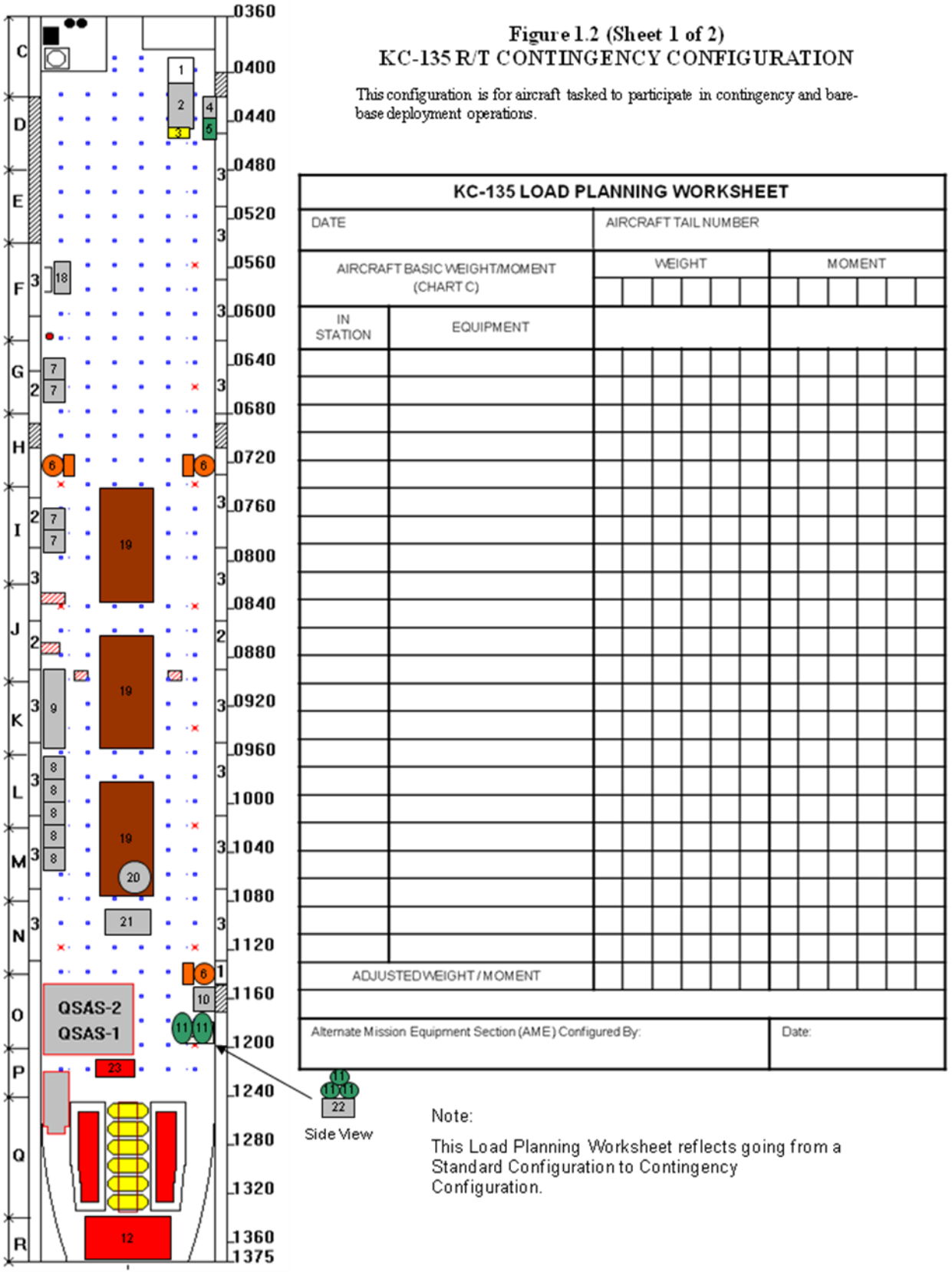


Figure 1.4. KC-135 R/T CONTINGENCY CONFIGURATION (Sheet 2 of 2).

ITEM	
1. Trash Can **(A)**	13. EPOS (60 total) **(F)**
2. Galley **(D)**	14. Life Preserver, LPU-10/P and Life Preserver, LPU-6/P (Infant) **(G)**
3. Nose Gear Chocks	15. Mask, 358-Series w/Goggles **(H)**
4. Heat Socks **(B)**	16. Protective Breathing Equipment **(I)**
5. Kit, Passenger Demonstration	17. Restraint Harness, PCU-17/P **(J)**
6. Life Raft, 20 Person	18. Gun Box **(P)**
7. Hyd Fluid/Eng Oil **(C)**	19. Baggage Bin **(K)**
8. Tie Down Boxes	20. Drogue **(L)**
9. Crew Chief Box	21. MPRS Fly Away Kit **(M)**
10. Escape Slide	22. Survival Vest/Aircrew Body Armor **(N)**
11. Life Preserver, Adult Child **(E)**	23. Protective Clothing Kit
12. Eng Intake & Exhaust Plugs **(Q)**	24. ANG Tool Box **(O)**

NOTES

A. Installation of the trash can is at unit option. Use plastic bags in-lieu of trash can if desired.

B. Heat sock part # 200540048-10 (1 ea.) will be installed at FS 1330 (Boom Pod) for all configurations. Heat socks part # 200540048-30 (3 ea.) will be installed as required at FS 610, 790, and 1060. When not in use, stow in bag hanging from troop seat rail behind galley.

C. Two cases of each stowed under troop seats on the left side of the aircraft in compartments I, J, and/or K.

D. Installation of galley is at unit option. If galley is not installed the nose gear chocks will be secured to the floor where galley was located.

E. A total of 60 stowed in three A3 bags on top of Survival Vest/Aircrew Body Armor storage box.

F. EPOS will be positioned at each troop seat, one in latrine and two at galley.

G. 4 LPU-10/P and 3 LPU-6/P stored in same bag and stowed on the flight deck.

H. 6 on board located at P, CP, IP, N, BO FWD and BO Boom Pod duty stations.

I. 2 on board, one stowed on flight deck and one stowed at aft emergency panel.

J. Store on flight deck.

K. Baggage bins can be either 3 foot wide or 4 foot wide. See Figure 1.7 for typical baggage bin construction and restraint.

L. Drogue not required for CONUS passenger missions. Units have the option to stow at other location if baggage bin space is required.

M. Required for aircraft configured with MPRS.

N. 4 Survival Vest and 4 Aircrew Body Armor will be stowed in box.

O. ANG Only. ANG tool box will be secured per T.O. 1C-135-9 in a standardized location designated by the NGB. The ANG tool box may be secured for flight by an alternate method following 550 ACSS engineering approval.

P. Location of gun box is at unit discretion.

Q. Tie down location at unit's discretion but must be standard for all unit's aircraft.

Figure 1.5. KC-135 R/T OPLAN ALERT CONFIGURATION (Sheet 1 of 2).

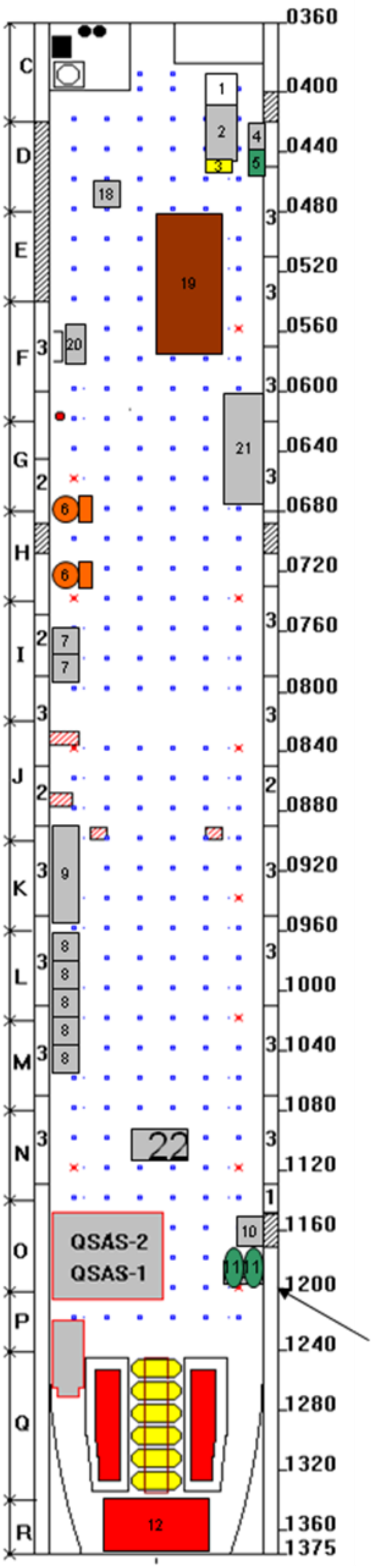
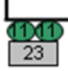


Figure 1.3 (Sheet 1 of 2)
KC-135 R/T OPLAN ALERT CONFIGURATION

This configuration is for aircraft participating in OPLAN/FLAG Alert operations may be modified to meet taskings.

KC-135 LOAD PLANNING WORKSHEET			
DATE		AIRCRAFT TAIL NUMBER	
AIRCRAFT BASIC WEIGHT/MOMENT (CHART C)		WEIGHT	MOMENT
IN STATION	EQUIPMENT		
ADJUSTED WEIGHT/MOMENT			
Alternate Mission Equipment Section (AME) Configured By:			Date:



Side View

Note:

This Load Planning Worksheet reflects going from a Standard Configuration to OPLAN Alert Configuration.

Figure 1.6. KC-135 R/T OPLAN ALERT CONFIGURATION (Sheet 2 of 2).

ITEM	
1. Trash Can **(A)**	13. EPOS (42 total) **(F)**
2. Galley **(O)**	14. Life Preserver, LPU-10/P and Life Preserver, LPU-6/P (Infant) **(G)**
3. Nose Gear Chocks	15. Mask, 358-Series w/Goggles **(H)**
4. Heat Socks **(B)**	16. Protective Breathing Equipment **(I)**
5. Kit, Passenger Demonstration	17. Restraint Harness, PCU-17/P **(J)**
6. Life Raft, 20 Person	18. CMF Container **(D)**
7. Hyd Fluid/Eng Oil **(C)**	19. Baggage Bin **(K)**
8. Tie Down Boxes	20. Gun Box **(P)**
9. Crew Chief Box	21. Water/Rations Stowage Area
10. Escape Slide	22. MPRS Fly Away Kit **(L)**
11. Life Preserver, Adult Child **(E)**	23. Survival Vest/Aircrew Body Armor **(M)**
12. Eng Intake & Exhaust Plugs **(Q)**	24. ANG Tool Box **(O)**

NOTES

A. Installation of the trash can is at unit option. Use plastic bags in-lieu of trash can if desired.

B. Heat sock part # 200540048-10 (1 ea.) will be installed at FS 1330 (Boom Pod) for all configurations. Heat socks part # 200540048-30 (3 ea.) will be installed as required at FS 610, 790, and 1060. When not in use, heat socks part # 200540048-30 (3 ea.) will be stowed in bag hanging from troop seat rail behind galley.

C. One case of each stowed under troop seats.

D. The location of the CMF container is optional.

E. A total of 40 stowed in two A3 bags on top of Survival Vest/Aircrew Body Armor storage box.

F. Emergency Passenger Oxygen System (EPOS) two A-3 bags 20 each plus 2 (42 total). EPOS will be placed 1 at the latrine and 1 at the galley with the remainder distributed throughout the cargo compartment.

G. 4 LPU-10/P and 3 LPU-6/P stored in same bag and stowed on the flight deck.

H. 6 on board located at P, CP, IP, N, BO FWD and BO Boom Pod duty stations.

I. 2 on board, one stowed on flight deck and one stowed at aft emergency panel.

J. Store on flight deck.

K. Baggage bin can be either 3 foot wide or 4 foot wide. See **Figure 1.13.** for typical baggage bin construction and restraint. Bin will contain “A”, “B”, “C” and “D” bags. Load bin so aircrew “D” bags are readily accessible.

L. Required for aircraft configured with MPRS.

M. 4 Survival Vest and 4 Aircrew Body Armor will be stowed in box. Survival Vest and Aircrew Body Armor can be positioned at crew positions if desired.

N. ANG Only. ANG tool box will be secured per T.O. 1C-135-9 in a standardized location designated by the NGB. The ANG tool box may be secured for flight by an alternate method following 550 ACSS engineering approval.

O. Installation of galley is at unit option. If galley is not installed the nose gear chocks will be secured to the floor where galley was located.

P. Location of gun box is at unit discretion.

Figure 1.7. KC-135 R/T CAPSTONE/DV CONFIGURATION (Sheet 1 of 2).

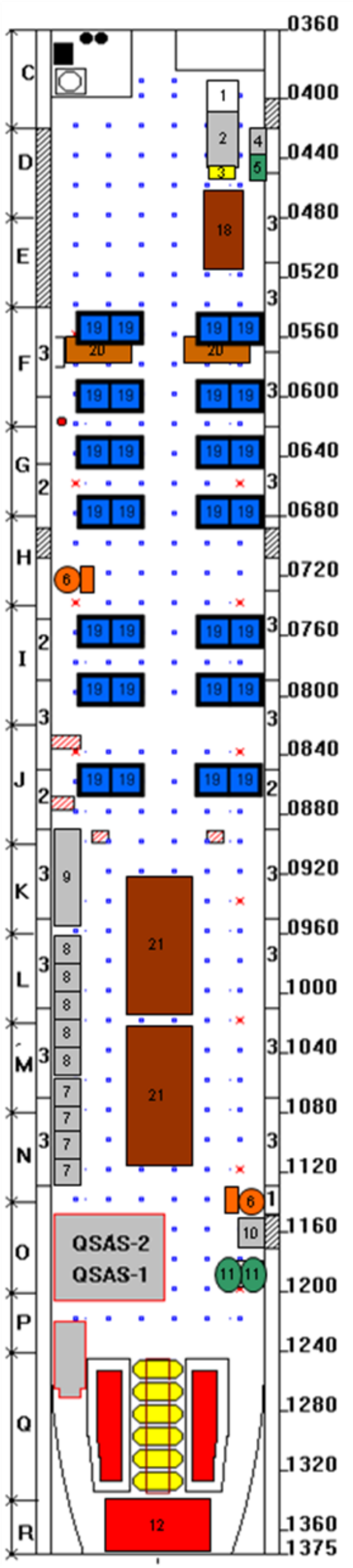


Figure 1.4 (Sheet 1 of 2)
KC-135 R/T CAPSTONE/DV CONFIGURATION

This configuration depicts the recommended configuration for aircraft participating in CAPSTONE/DV support.

KC-135 LOAD PLANNING WORKSHEET

DATE		AIRCRAFT TAIL NUMBER	
AIRCRAFT BASIC WEIGHT/MOMENT (CHART C)		WEIGHT	MOMENT
IN STATION	EQUIPMENT		
ADJUSTED WEIGHT / MOMENT			
Alternate Mission Equipment Section (AME) Configured By:		Date:	

Note:
This Load Planning Worksheet reflects going from a Standard Configuration to Capstone/DV Configuration.

Figure 1.8. KC-135 R/T CAPSTONE/DV CONFIGURATION (Sheet 2 of 2).

ITEM	
1. Trash Can **(A)**	13. EPOS (42 total) **(F)**
2. Galley	14. Life Preserver, LPU-10/P and Life Preserver, LPU-6/P (Infant) **(G)**
3. Nose Gear Chocks	15. Mask, 358-Series w/Goggles **(H)**
4. Heat Socks **(B)**	16. Protective Breathing Equipment **(I)**
5. Kit, Passenger Demonstration	17. Restraint Harness, PCU-17/P **(J)**
6. Life Raft, 20 Person **(D)**	18. Table (Optional)
7. Hyd Fluid/Eng Oil **(C)**	19. Airline Seat
8. Tie Down Boxes	20. Table, Local Manufacture
9. Crew Chief Box	21. Baggage Bin **(K)**
10. Escape Slide	22. ANG Tool Box **(L)**
11. Life Preserver, Adult Child **(E)**	23. Gun Box **(N)**
12. Eng Intake & Exhaust Plugs	

NOTES

A. Installation of the trash can is at unit option. Use plastic bags in-lieu of trash can if desired.

B. Heat sock part # 200540048-10 (1 ea.) will be installed at FS 1330 (Boom Pod) for all configurations. Heat socks part # 200540048-30 (3 ea.) will be installed as required at FS 610, 790, and 1060. When not in use, heat socks part # 200540048-30 (3 ea.) will be stowed in bag hanging from troop seat rail behind galley.

C. Two cases of each stowed under troop seats. One case may be tied down forward of the baggage binas BS 920.

D. A total of 3 installed.

E. 40 total stowed in two A3 bags on top of Survival Vest/Aircrew Body Armor storage box.

F. Emergency Passenger Oxygen System (EPOS) two A-3 bags 20 each plus 2 (42 total). EPOS will be placed 1 at the latrine and 1 at the galley with the remainder distributed throughout the cargo compartment.

G. 4 LPU-10/P and 3 LPU-6/P stored in same bag and stowed on the flight deck.

H. 6 on board located at P, CP, IP, N, BO FWD and BO Boom Pod duty stations.

I. 2 on board, one stowed on flight deck and one stowed at aft emergency panel.

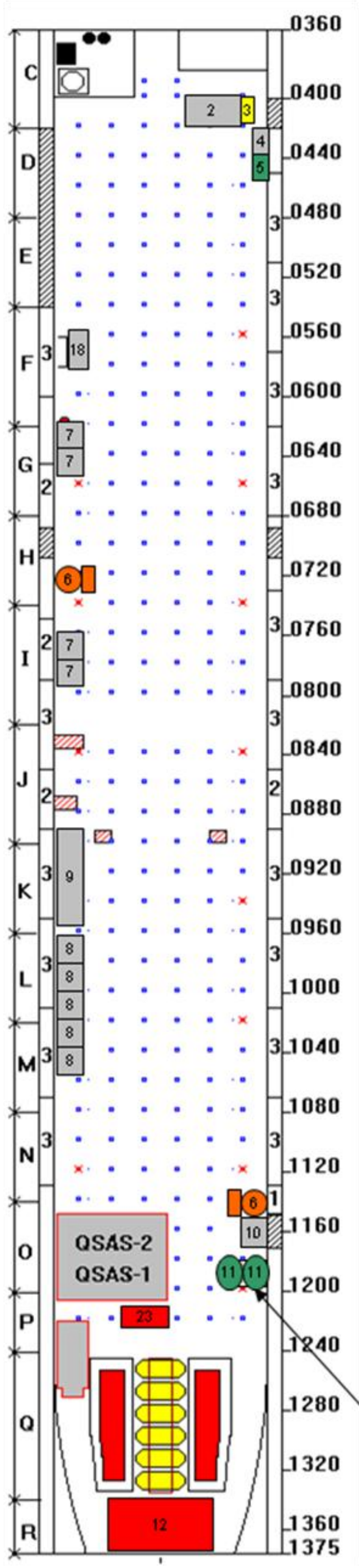
J. Store on flight deck.

K. Baggage bins can be either 3 foot wide or 4 foot wide. See Figure 1.7 for typical baggage bin construction and restraint.

L. Gun box as required. Location at unit's discretion.

N. ANG Only. ANG tool box will be secured per T.O. 1C-135-9 in a standardized location designated by the NGB. The ANG tool box may be secured for flight by an alternate method following 550 ACSS engineering approval.

Figure 1.9. KC-135 R/T AIM135 ROLLER CONFIGURATION (Sheet 1 of 2).



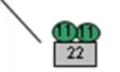


Figure 1.5 (Sheet 1 of 2)
KC-135 E/R/T A/M135 ROLLER CONFIGURATION

This represents the location of aircrew flight equipment and maintenance equipment for a full or partial roller configuration. The trash can, drogue, MPRS Fly Away Kit (if required), and cargo door sill protectors will be positioned at unit discretion when rollers are installed. Refer to T.O. 1C-135-5-1 for basic and partial roller configurations.

KC-135 LOAD PLANNING WORKSHEET			
DATE		AIRCRAFT TAIL NUMBER	
AIRCRAFT BASIC WEIGHT/MOMENT (CHART C)		WEIGHT	MOMENT
IN STATION	EQUIPMENT		
ADJUSTED WEIGHT / MOMENT			
Alternate Mission Equipment Section (AME) Configured By:			Date:

Note:
This Load Planning Worksheet reflects going from a Standard Configuration to A/M135 Roller Configuration.

Figure 1.10. KC-135 R/T AIM135 ROLLER CONFIGURATION (Sheet 2 of 2).

This represents the location of aircrew flight equipment and maintenance equipment for a full or partial roller configuration. The trash can, drogue, cargo door sill protectors, Crew Chief Launch Kit/Tool Box and MPRS Fly Away Kit (if required) will be positioned at unit discretion when rollers are installed. Refer to T.O. 1C-135-5-1 for basic and partial roller configurations.

ITEM	
1. Trash Can **(A)**	13. EPOS (42 total) **(F)**
2. Galley **(K)**	14. Life Preserver, LPU-10/P and Life Preserver, LPU-6/P (Infant) **(G**
3. Nose Gear Chocks	15. Mask, 358-Series w/Goggles **(H)**
4. Heat Socks **(B)**	16. Protective Breathing Equipment **(I)**
5. Kit, Passenger Demonstration	17. Restraint Harness, PCU-17/P **(J)**
6. Life Raft, 20 Person **(D)**	18. Gun Box **(P)**
7. Hyd Fluid/Eng Oil **(C)**	19. Cargo Door Sill Protectors
8. Tie Down Boxes	20. Drogue **(L)**
9. Crew Chief Box	21. MPRS Fly Away Kit **(M)**
10. Escape Slide	22. Survival Vest/Aircrew Body Armor (if required) **(N)**
11. Life Preserver, Adult Child**(E)**	23. Protective Clothing Kit
12. Eng Intake & Exhaust Plugs	24. ANG Tool Box **(O)**

NOTES

A. Installation of the trash can is at unit option. Use plastic bags in-lieu of trash can if desired.

B. Heat sock part # 200540048-10 (1 ea.) will be installed at FS 1330 (Boom Pod) for all configurations. Heat socks part # 200540048-30 (3 ea.) will be installed as required at FS 610, 790, and 1060. When not in use, heat socks part # 200540048-30 (3 ea.) will be stowed in bag hanging from troop seat rail behind galley.

C. Two cases of each stowed under troop seats.

D. A total of 2 installed.

E. 40 total stowed in two A3 bags on top of Survival Vest/Aircrew Body Armor storage box

F. Emergency Passenger Oxygen System (EPOS) two A-3 bags 20 each plus 2 (42 total). EPOS will be placed 1 at the latrine and 1 at the galley with the remainder distributed throughout the cargo compartment.

G. 4 LPU-10/P and 3 LPU-6/P stored in same bag and stowed on the flight deck.

H. 6 on board located at P, CP, IP, N, BO FWD and BO Boom Pod duty stations.

I . 2 on board, one stowed on flight deck and one stowed at aft emergency panel.

J. Store on flight deck.

K. Installation of galley is at unit option. If galley is not installed the nose gear chocks will be secured to the floor where galley was located.

L. Drogue not required for CONUS passenger missions.

M. Required for aircraft configured with MPRS.

N. 4 Survival Vest and 4 Aircrew Body Armor will be stowed in box if required for contingency.

O. ANG Only. ANG tool box will be secured per T.O. 1C-135-9 in a standardized location designated by the NGB. The ANG tool box may be secured for flight by an alternate method following 550 ACSS engineering approval.
P. Location of gun box is at unit discretion.

Figure 1.11. PATTERN OF THE BIN CLIP (Sheet 1 of 2).

NOTE: Drawing is not to Scale. Utilize 502H34.063 aluminum for constructing braces. Weld across the 3/4-inch top seam and continue welding down the inside (90-degree) seam.

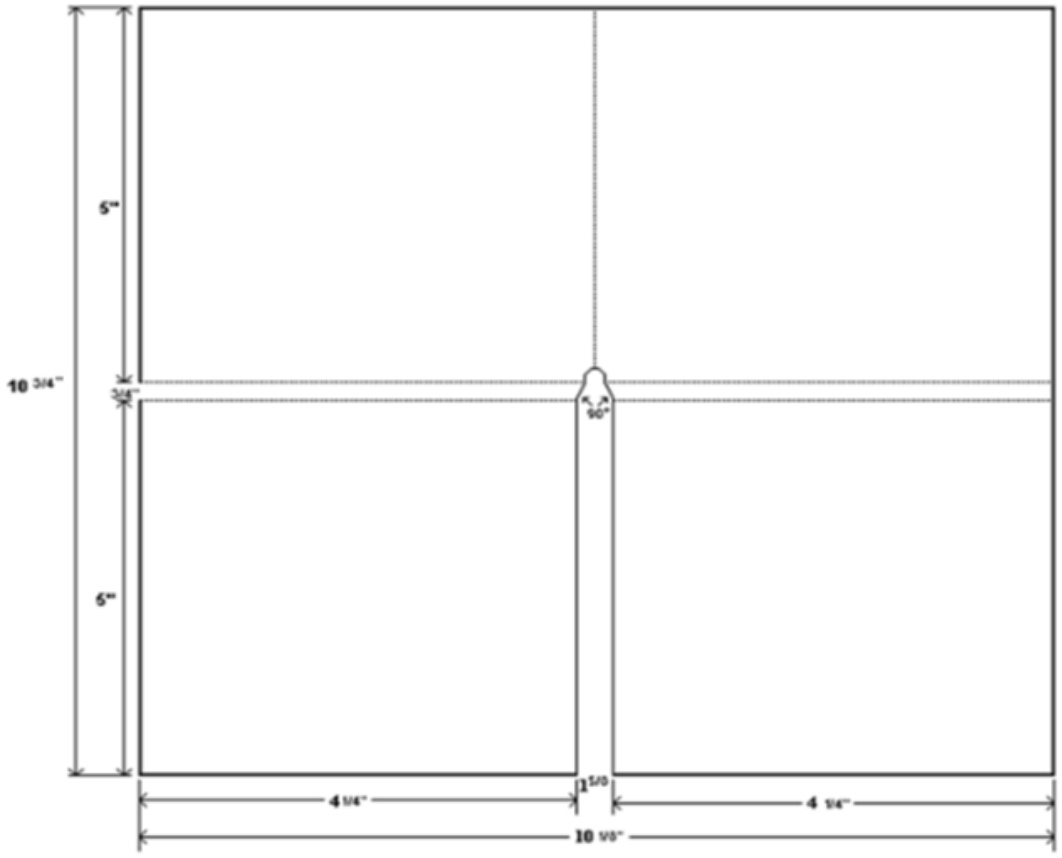


Figure 1.12. PATTERN OF THE BIN CLIP (Sheet 2 of 2).

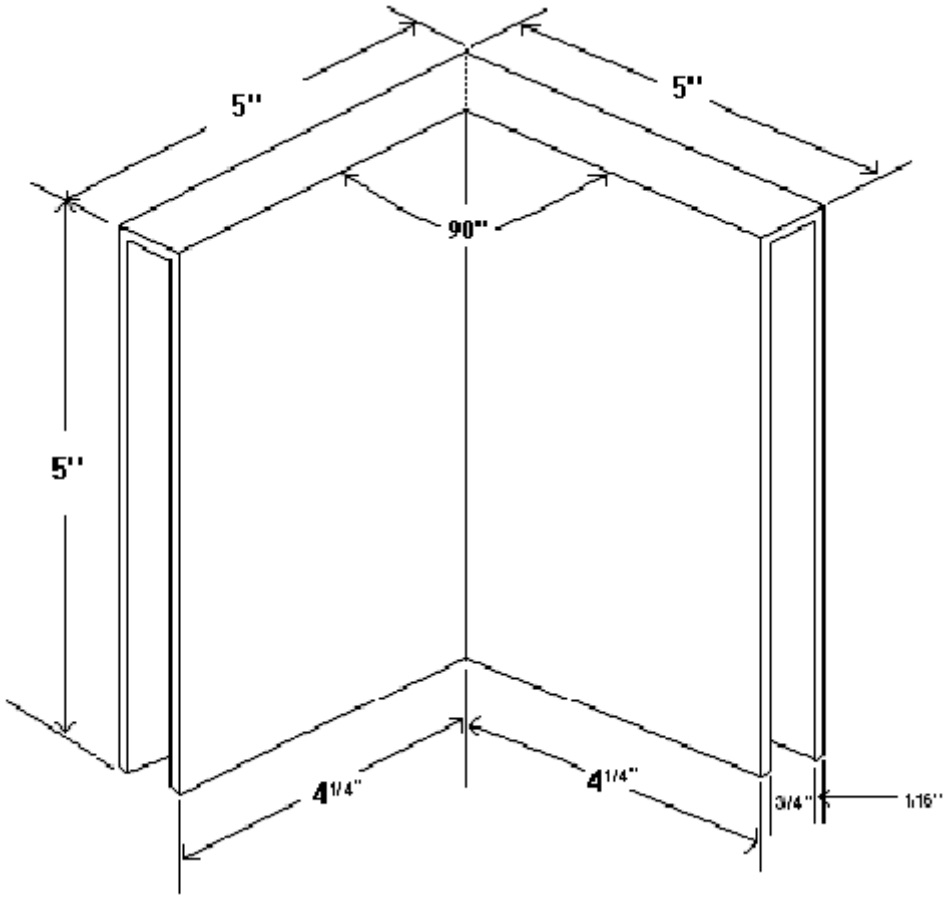
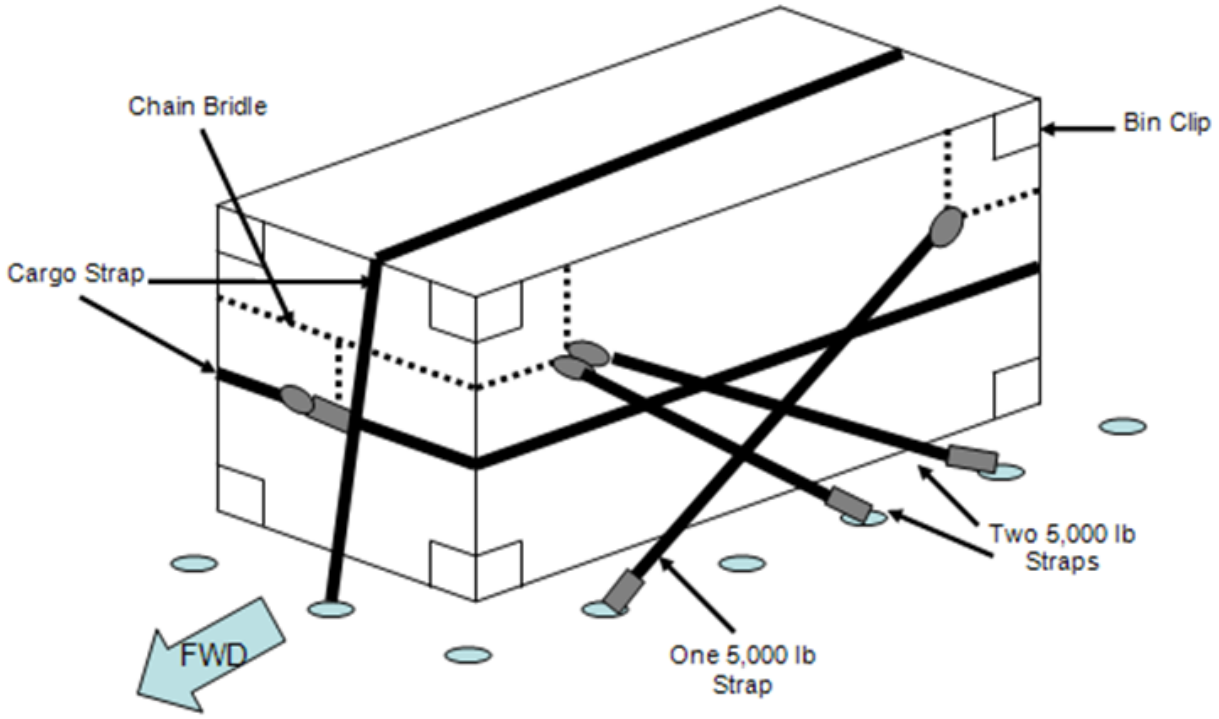


Figure 1.13. CARGO/BAGGAGE BIN.



NOTES:

- Drawing is not to scale. See paragraph **1.9.5.1.** for bin sizing.
- This figure depicts baggage bin construction and restraint.

1.10. Information Collection, Records, and Forms.

1.10.1. Information Collections. No information collections are created by this publication.

1.10.2. Records. The program records created as a result of the processes prescribed in this publication are maintained in accordance with AFMAN 33-363 and disposed of in accordance with the AFRIMS RDS located at **https://www.my.af.mil/gcss-af61a/afrims/afrims/.**

HERBERT J. CARLISLE, Lt Gen, USAF
DCS, Operations, Plans & Requirements

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 11-200, Aircrew Training, Standardization/Evaluation, and General Operations Structure, *19 January 2012*

AFI 11-2AE Volume 3, Addenda A, *Aeromedical Evacuation Operations,* 17 May 2011

AFI 21-101, *Aircraft and Equipment Maintenance Management,* 26 July 2010

AFMAN 23-110 Volume 2, *Standard Base Supply Customer Procedures,* 1 July 2011

AFMAN 33-363, *Management of Records*, 1 March 2008

AMCI 10-450, *Support of Nuclear Planning and Operations*, 11 February 2011

T.O. 1-1B-50, *Weight and Balance,* 1 April 2008

T.O. 1C-135-6, *Aircraft Scheduled Inspections and Maintenance Requirements*, 1 August 2006

T.O. 1C-135-1-1-3, *Supplemental Flight Manual,* 1 December 2003

T.O. 1C-135-5-1, *Basic Weight Checklist, Maintenance data, Loading data, and Fuel Loading Data,* 15 October 2009

T.O. 1C-135-9, *Cargo Loading Manual*, 1 November 2009

Federal Aviation Regulation Part 121, Appendix P, *Requirements for ETOPS and Polar Operations,* 30 June 2008

Federal Aviation Regulation Part 135 Section 135.98, *Operation in the Polar Area,* 30 June 2008

AFRIMS RDS, **https://www.my.af.mil/gcss-af61a/afrims/afrims**/

Prescribed Forms

AF Form 4100, *KC-135 Load Planning Worksheet*

Adopted Forms

AFTO Form 7, *KC-135T Aircraft Refueling, Defueling and Fuel Distribution Worksheet*

AFTO Form 14, *135 Aircraft Refueling, Defueling and Fuel Distribution Worksheet*

AFTO Form 21, *KC-135R Trim Sheet*

AFTO Form 44, *Turbine Wheel Historical Record*

AFTO Form 46, *Prepositioned Aircrew Flight Equipment*

AFTO Form 95, *Significant Historical Data*

AFTO Form 132, *B-52/EC/KC/RC-135 Engine Trim and Exhaust Gas Temp Spread Check*

AFTO Form 278, *A-10 Flight Log*

AFTO Form 340, B-*52 and EC/KC/RC-135 Power Package Test Log*

AFTO Form 350, *Reparable Item Processing Tag*

AFTO Form 781A, *Maintenance Discrepancy and Work Document*

AFTO Form 782, *In-flight Data*

AF Form 673, *Air Force Publication/Form Action Request*

AF Form 847, *Recommendation for Change of Publication*

AF Form 2414, *Verification Worksheet*

DD Form 365-3, *Chart C, Basic Weight and Balance Record*

DD Form 365-4, *Weight and Balance Clearance Form F*

DD Form 1896, *Jet Fuel Identification Plate and DoD Fleet Servicing Air Card*

DD Form 2026, *Oil Analysis Record for All Engines*

Abbreviations and Acronyms

AFE—Aircrew Flight Equipment

AME—Alternate Mission Equipment

BO—Boom Operator

C2—Command and Control

DUST—Dual UHF SATCOM Terminal

DV—Distinguished Visitor

MDS—Mission Design Series (e.g., KC-135)

MOC—Maintenance Operations Center

OPLAN—Operations Plan

PIC—Pilot in Command

QA—Quality Assurance

TIGS—Tactical Information Gateway Set

Terms

Aeromedical Evacuation (AE)—Movement of patients under medical supervision between medical treatment facilities (MTFs) by air transportation.

Contingency Mission—Mission operated in direct support of an OPORD, OPLAN, disaster, or emergency.

Local Training Mission—A mission scheduled to originate and terminate at home station (or an off-station training mission), generated for training or evaluation, and executed at the local level.

Operations Plan (OPLAN)—A plan for a single or a series of connected operations to be carried out simultaneously or in succession, based on stated assumptions; a directive to permit subordinate commanders to prepare supporting plans and orders.